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USSR Report

TRANSPORTATION

No. 73

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ENGINES FROM CZECHOSLOVAKIA FOR BELORUSSIAN AUTOMOBILE PLANT

Kiew PRAVDA UKRAINY in Russian 16 Jan 82 p 1

[Article by NOVOSTI NEWS AGENCY special correspondent Vadim Yeremin: "Engines for BELAZ. A Report From Bratislava"]

[Text] During the current 5-year plan Czechoslovakian machinebuilding production volume is to more than triple, which will mean that 50-55 percent more of these products will be exported than before. One of the basic trends in the development of this branch of industry of the CSSR is the specialization and cooperation between nations which are members of CEMA, particularly with the Soviet Union. This was so specified in decisions of the 16th party congress of the Czech Communist Party.

...The national machinebuilding enterprise located in the city of Martin is a coeval of the Council for Mutual Economic Aid. During the more than 30 years of its existance it has made a noticeable contribution to the industrial buildup of Slovakia. Locomotives and hoisting cranes, railroad cars and tractors, excavators and road construction machinery--this is far from being a complete list of the products bearing the trademark of the Martin Heavy Machinebuilding Plant. These products are now delivered to 35 different states, a considerable portion of whom are members of CEMA.

"An orientation towards the manufacture of products for the USSR and other nations of socialist cooperation serves as a reliable guarantee for the dynamic development of our enterprise," states its Director Shtefan Iokel. "Participation in an international distribution of labor allows us to concentrate our efforts upon more favorable long-range trends and to achieve the highest qualitative indicators."

From the main building we emerge onto the spacious plant yard, a yard more resembling a central city square. The Martin Heavy Machinebuilding Plant is an entire complex of plants, the majority of which are located in the city of Martin itself.

Moving towards us along the main plant "street" is a column of tractors sparkling in their coat of orange paint.

"We recently sent to the Soviet Union 300 such wheeled tractors designated for work in the woods," Shtefan Iokel explained. "We intend to expand the production of them in the current 5-year plan to 500 a year. By the way, together with Soviet specialists we are working upon models and other equipment for use in forestry."

Set up on a concrete foundation before one of the production buildings was a diesel engine. Motors are the particular pride of Martin plant workers. Various types of them are produced here and are installed in many types of the plant's products.

"Plant-02", which the workers call simply "the motor shop", specializes in the production of diesel engines. In the assembly shop we see before us a poster which proclaims: "Working here is a collective of workers who are fulfilling export orders for the USSR."

"We delivered the first experimental batch of engines for the various types of dumptrucks produced at the Belorussian Automobile Plant in 1973," Milan Kapusta, who is chief of the Production Department of "Plant-02", told us. "Actually, these were motors in series production which we were installing in our locomotives. That is why we were soon faced with the need to substantially re-do them especially for the 'Dovodka' super dumptrucks, the motors for which we made in cooperation with Soviet specialists."

These specialists received a great deal of help from our plant innovators. Thus, at the proposal of the party secretary of the engine assembly and testing shop, fitter Yan Direr, a system for the automatic cut-off of the engine at high speed was adopted. Worker Anton Yanovich assisted in improving the design of the gas distribution shaft. Senior Foreman Marian Krakovskiy came up with a new method for the installation of cylinder heads.

The first 18 motors were shipped to Zhodino in 1976. In just the 4 years since that time the production of engines for the Belorussian Automobile Plant has increased 10 times.

In 1981, the men of the Belorussian plant received 200 engines bearing the trademark of the Martin plant, eight of them produced above plan and in honor of the 26th party congress.

"Work aimed at improving those engines continues on today," Milan Kapusta states. "It goes on at the planning stage in close contact with Soviet customers. We devote special attention to ensuring the durability of our products, because these dumptrucks with 75- and 120-ton capacity do not always travel over asphalt roads. At the present time, our engines are capable of working 10,000 hours--416 days in a row. Yet our nations' specialists have taken a vow to increase the engine's work capacity by at least one-half."

...We are now at the testing station. Here, from the engine operator's location, we can see the diesel engine weighing 4.5 tons through thick glass, with its maze of wire connected to recording instruments. It is immovable and only the steady throb and the quivering instrument indicators remind us of the power hidden in it.

This careful test of every engine for the Belorussina Automobile Plant lasts 23 hours. The testers pay particular attention to the "heart" of this engine, an engine which is already familiar with Krivoy Rog ore or Khibini apatite. For the time being, it is true, these engines are brought back to Slovakia to be overhauled. However, within the near future, the need for this will disappear: with the help of specialists from the Martin plant, a repair shop for these engines will be set up at the motor plant in Zhodino....

"Cooperation in the production of large-capacity dumptrucks is beneficial both to the USSR and to Czechoslovakia," Shtefan Iokel states in conclusion. "For this highly productive equipment is at work on the extraction of raw material which is so necessary for the needs of our national economy also. Almost 2 billion koruna have been allocated during the current 5-year plan toward expansion of the Martin plant, an amount greater than was set aside during the three previous 5-year plans. This amount of capital investment will allow us to create the basis for a considerable expansion in our cooperation with the Soviet Union and with other nations of our socialist brotherhood."

We need only add that, in addition to the already 350 different types of equipment from the Belorussian Automobile Plant already in use in Czechoslovakia, 1982 will see the arrival of the first shipment of "75's", these equipped with engines made at the Martin Plant. Facing them will be work on the largest construction projects in our republic.

9643
CSO: 1829/113

PAVLOVSKIY'S ADDRESS TO RAILWAYS MINISTRY MEETING HIGHLIGHTED

Moscow GUDOK in Russian 27 Nov 81 pp 1-2

[Excerpts from Minister of Railways I. G. Pavlovskiy's speech: "The Plan--an Immutable Law--From the Enlarged Session of the Board of the MPS [Ministry of Railways"]

> [Excerpts] As we reported in GUDOK, an expanded session of the board of the Ministry of Railways took place on 23 November. Participating in it were the chiefs of the roads and a number of their branches as well as party administrative aktiv of the MPS. They reviewed the tasks of the railroad workers in light of the decree of the November plenum of the CPSU Central Committee and the policies and conclusions delineated in the speech of CPSU Central Committee General Secretary L. I. Brezhnev and the decisions of the sixth session of the Supreme Soviet USSR. Minister of Railways I. G. Pavlovskiy delivered a report.

In the current year, the minister went on to say, the railroad workers have developed socialist competition on a wide scale and have fulfilled the plan of shipments for the 10-month period. The amount of freight transported was 33.5 million tons more than in the corresponding period last year. Fulfilled was the plan for shipments of oil and oil products, ferrous metals, grain, coke and building and some other products. The amounts of train traffic were increased. The gain in the flow of cars was accelerated. Improvement was made in the distribution of car inventories among the regions of the network. Regulation discipline was tightened to some extent. The car turnover rate was speeded up by more than three hours. Labor productivity for the locomotives was increased and a number of other qualitative and economic indicators were improved. All this enabled us to more fully provide for the transport requirements of the national economy.

At the same time, there are some serious deficiencies on a number of roads. The assignments are not being fulfilled for shipment of the most important freight--coal, ore and metallurgical raw materials, lumber, and mineral fertilizers. Provision is not being made for on-schedule transport of freight from the maritime ports.

Now in the closing period of the year when a persistent struggle is being waged for fulfillment of the transport plan as a whole, it is necessary to exercise particular control of the shipment of the most important goods and to see that they are accorded transport on a top priority basis.

The problem of regulation discipline is, as before, a serious one. The Oktyabr', South Ural, Tselinna, Sverdlovsk, Baltic and several other railroads are doing an unsatisfactory job of providing for delivery of empty flatcars.

The minister and the railroad executives who spoke at the session emphasized the important role played by transport in the implementation of the food program. The shipments of grain and other food products must be carried out at a particularly high level of operational efficiency. At the same time, the Baltic, Oktyabr', L'vov and Odessa railroads are not supplying the necessary quantities of covered and isothermic cars for the shipment of grain and food products. It is essential to do everything necessary to insure that the transport provides for expeditious delivery of these goods.

To bring the year to a successful close, the reporting speaker declared, it is necessary in the time remaining to make daily shipments of not less than 10.6 million tons. In December we must increase considerably the shipments of coal, oil products, iron ore and grain. In the face of the winter conditions the assignments are very difficult but they must be carried out without fail. This requires first of all increasing delivery by not less than 20,000 cars.

At the session of the board a great deal of attention was focused on improvement of the organization of the work done with local cars. In December the level of unloading should be increased by not less than 10 percent over November's figures. This will enable us to establish the necessary resources for fulfillment of the plan for loading.

The first surprise developments of the winter have already led to disruptions in operation on parts of the railroad of the Ukraine and the land along the Volga. This indicates that not all the organizations drew conclusions from the lessons of past years, when failure to clear snow from the tracks on time gave rise to serious difficulties in operation of the flow of cars. It is necessary to again make a careful check on every railroad with respect to everything that has been done to provide for steady operation in the winter.

Both the reporting speaker and the others who took part in the discussions emphasized the fact that the most important requirement for successful fulfillment of the transport plan is steady and dependable operation of the technical facilities. It is essential above all to significantly improve the condition of the locomotive fleet and to adhere strictly to the prescribed system for planned and preventive repair.

The concern for the laboring individual, a concern which permeates the decisions of the November plenum of the CPSU Central Committee and the session of the Supreme Soviet of the USSR, requires more decisive actions to insure normal conditions for the work and leisure of the locomotive crews. Nothing is too trivial in this regard and there are no unimportant considerations. Everything is important in this--the clarity of the trip assignment, good conditions and adequate time for rest, and the organization of meals. The ministry has once again cautioned the managers of the services of the roads and branches about their personal responsibility for all of this.

There are also serious deficiencies in the car operations. The railroad car workers are to blame for thousands of freight trains being delayed en route this year.

Unremitting attention must be given to improvement of track maintenance. The West Kazakhstan, Volga, Pridneprovsk, Transcaucasus and North Caucasus railroads are not fulfilling the assignment for repair of the track and have not taken measures for its maintenance.

On a number of railroads there has been an ever greater number of cases of damages to the contact net and disruptions in the supplying of STsB [signalization, centralization and blocking] devices. This is hindering the operational activity. It is necessary to take decisive measures to insure steady operation of the electrification devices and current collectors for the electric rolling stock in the winter period.

A slow pace characterizes the work of eliminating the serious deficiencies in passenger service. Many of the trains are poorly prepared for their runs and complaints continue to come in about the way in which the sale of tickets is organized. The Pridneprovsk, Moscow, Oktyabr', North Caucasus, Alma-Ata, Transcaucasus and a number of other railroads are not exercising the proper diligence in combatting cases of concealment of available seats by the train crews and of transport of stowaways. On a number of roads the schedule for movement of passenger trains is still being fulfilled in an unsatisfactory manner.

At the session of the board it was noted with particular emphasis that as the rates of transport increase there will be greater need for traffic safety. Every labor collective must set up a regime which permits of no violations of technological and labor discipline. Without such a regime it is not possible to guarantee safe and accident-free operation of transport.

In the 11th Five-Year Plan the assets allotted to railroad transport for construction and installation work are 33 percent more than the amount actually used in the preceding five years. The capital investments are being directed primarily to elimination of the "bottlenecks" in the work of the roads which are handling a significantly greater amount of transport.

The board, declared the minister, pointed out the personal responsibility of the executives of the main administrations and the roads for complete and unconditional utilization of all the allotted funds. However, no fundamental change has yet taken place. The construction plans are often unfulfilled because the contracting organizations are not held to the necessary standards. The labor and material and technical resources are not being concentrated at the required time on the crucial projects. On a number of roads there are violations of the time schedules for providing "windows" for operations and rolling stock for the transport of construction freight and materials for the upper track structure are not being delivered on time. The operational critiques on the progress of construction are often of a perfunctory character and the necessary control is lacking for the decisions taken.

They are now approaching a critical stage in the construction projects. There are considerable volumes of work to be fulfilled before the end of the year, especially in the building of the new Novosergiyevskiy-Pugachevsk line; also, electrification of the Orsk-Orenburg, Bira-Arkhara and Karaganda-Mointy sectors. These are very important construction starts. Cases of failure to conform to the approved schedules in these sectors must be eliminated in the shortest possible time.

Particular attention must be given to the use of the capacities being introduced. In this manner there are substantial deficiencies on the Odessa, Gor'kiy, Sverdlovsk, Tselina, Central Asian, and West Kazakhstan roads. It is essential to make better use of the Astrakhan-Makat-Chardzhou line and the Central Siberian route.

The board ordered the chiefs of the roads to take measures to insure full-scale construction, fulfillment of all the work plans assigned, and increased yield from the invested funds.

The reporting speaker and those who took part in the discussions made a detailed analysis of the task of next year. The volume of shipments must be increased by not less than 70 million tons. This is more than double the 1981 increase. Shipments of coal will increase by 10 million tons and mining and metallurgical raw material by 8-9 million tons. Also being increased are shipments of food and other products.

All this, the minister emphasized, requires great exertion of our energies and maximum use of our reserves. Above all, provision must be made for a considerable escalation of the effectiveness of the use of the technical facilities, especially locomotives and cars. It is necessary in 1982 to achieve an acceleration of approximately 10.5 hours in railroad car turnover and to step up the productivity of the rolling stock.

All the reserves must be used to increase labor productivity. The assignment for this indicator is a very crucial one. Yet, this year there is even a decline in output on a number of roads.

In a speech at the November plenum Comrade L. I. Brezhnev pointed out the need to expedite the preparation of a specific over-all program for the reduction of manual labor, especially hard labor. We also must prepare a program of this kind in railroad transport.

At the CPSU Central Committee plenum special urgency marked the discussion of the problem of improvement of the economic management and the operational mechanism. A great deal must also be done to improve the management of the operation in our industry. The volumes of shipments are increasing, the network of railroads is growing, and increasing complexity is characterizing the system of communications with other sectors of the national economy as well as the communications within the industry. It is essential, declared the minister, to determine how to put into operation with great care, more fully, and more rapidly the requirement of the 26th Party Congress that the economic system must be economical.

Railroad transport is a large-scale consumer of fuel, electric power and petroleum products. And every percent of saving of these items is a substantial contribution to the national treasury. This year some saving of fuel and energy resources was achieved in the traction of trains. At the same time, as was noted at the session of the board, the results would have been greater if there had been persistent and purposeful work done in all areas. On the West Siberian, South Ural, Kuybyshev, Azberbaijan, Moldavian and Gor'kiy railroads there are overexpenditures of diesel fuel. On the L'vov, Moscow, Southern, Odessa, Volga, Southwestern, Northern, Oktyabr', Sverdlovsk and Kuybyshev railroads there are still instances of wastefulness in the use of materials, spare parts and equipment.

In the past 10 months the assignment for profit has not been fulfilled. There have been unproductive expenditures, waste and losses resulting from deficiencies in the operational activity and failure to provide for the safety of shipments. Also telling factors were the failure to fulfill the quality indicators for the use of the rolling stock, the payment of fines for overdue delivery of freight, and deficiencies in the organization of labor.

The minister emphasized the important role assigned to our scientific research and planning and design organizations in the acceleration of technical progress on the railroads and in the preparation of a long-term comprehensive program for the development of transport.

The reporting speaker gave a great deal of attention to the subject of the development of socialist competition. The Ministry of Railways and the Central Committee of the trade union worked out new requirements for the All-Union socialist competition of the collectives and workers for fulfillment and overfulfillment of the assignments of the 11th Five-Year Plan. These are assignments designed for accomplishment of the chief tasks facing railroad transport and for further stepping up the effectiveness and quality of all our work.

The state plans for 1982 and the entire 11th Five-Year Plan, as ratified by the November plenum of the CPSU Central Committee and approved by the Sixth Session of the Supreme Soviet of USSR, have become immutable law and a guide for action. The decree adopted by the board of the MPS provides for a large complex of measures designed for unconditional fulfillment by railroad transport of the planned assignments for all the indicators.

7962
CSO: 1829/75

RAILROAD

FINNISH PRESS: FINLAND-USSR TRAFFIC INCREASING

Helsinki HELSINGIN SANOMAT in Finnish 5 Feb 82 p 34

[Article: "Finnish-Soviet Railroad Traffic to Increase Sharply"]

[Text] A 1-million ton increase is expected in Finnish-Soviet railroad traffic this year. It is estimated that the total amount of traffic will increase to 10.4 million tons while last year it was a full 9.4 tons.

The prediction of goods traffic also includes transit traffic, the total amount of which is estimated to be 3.9 million tons according to the State Railroads.

It is estimated that a total of 6 million tons of goods will be shipped by rail from the Soviet Union. Exports to the USSR are expected to be 4.4 million tons this year according to the prediction.

Last year a full 5.6 million tons of goods were shipped to Finland by rail from the Soviet Union and full 3.7 million tons were shipped by rail to the Soviet Union. The increase in the amount of goods shipped was 8.3 percent over the previous year.

It is estimated that transit traffic between countries this year will be divided in the following manner: 1.7 million tons will be shipped through Finland to the West from the Soviet Union and 2.2 million tons will be shipped in the other direction. Last year 3 million tons of transit traffic were divided nearly equally in both directions.

Railroad traffic was affected last year by a shortage of covered railroad cars. New solutions are continually being sought to this problem according to the State Railraods.

Because of a shortage of covered railroad cars, it was not possible to ship all the goods ready for shipment from Finland. Instead, high-sided open railroad cars were used for transporting approximately 70 percent of the cargo from Finland to the Soviet Union.

10576
CSO: 3107/64

RAILROAD

PROGRESS IN CENTRAL ASIAN RAILROAD CONSTRUCTION NOTED

Moscow GUDOK in Russian 5 Dec 81 p 1

[Article by M. Omel'nitskiy, chief engineer of the Sredazstroymekhanizatsiya [Central Asian Construction Mechanization] Trust, Tashkent: "In the Operations of the Associates--the Contract"]

[Excerpt] Central Asia and Kazakstan, Altayskiy Kray and the southern Ural region--these comprise our gigantic stage. In its 20 years of work the collective has taken part in the construction of many important railroad lines with a total length in excess of 13,000 kilometers. Eleven times its quarterly results won for it the challenge Red Banner of Mintransstroy [Ministry of Transport Construction] USSR and the Central Committee of the Trade Union of Workers of Railroad Transport.

This year too our pace is a confident one. In the All-Union competition in the first quarter we won second place and later two first places.

This year the mechanized columns prepared and turned over for the laying of track soil beds 185 kilometers in length as against an assignment of 158 meters. On the basic projects, such as the secondary tracks of Chu-Alma Ata, Kokchetav-Tselinograd and Kokchetav-Presnogorkovskaya, the remodeling of the Kulunda-Malinovoye Ozero line, the construction of the approach tracks of the Ekibastuz energy complex and the Dzhambul industrial region, all the assignments were considerably overfulfilled. The Malinovoye Ozero-Lokot' railroad line was put into operation a year ahead of schedule. The secondary tracks of the Mointy-Chu line, 438 kilometers in length, were also a year early.

With adaptations for the local conditions, we are applying the experience of other transport construction enterprises and we are also incorporating the rationalization suggestions of our innovators. Half of the plan for the three quarters was fulfilled by the brigade contract method.

The machine operators of column No 14, headed by Honored Transport Builder A. Stolyarovskiy, took advantage of the favorable conditions for full conversion to the brigade contract. This column is working in the Ekibastuz-Pavlodar sector. The new form of operation has helped the collective to fulfill the plan for 10 months by 112 percent. Near this mark are mechanized columns No 50, where the chief is S. Pogosyan, and No 40, headed by E. Ment. They are working on the rebuilding of the track in the Chu-Alma Ata and Kokchetav-Tselinograd sectors and on the construction of the Aktogay-Sayak railroad line. These collectives are fulfilling 95 and 93 percent respectively of all the work by brigade contract.

7962
CSO: 1829/75

OCEAN AND RIVER

TENTH ANNIVERSARY OF CEMA MARITIME SHIPPING AGREEMENT

Moscow MORSKOY FLOT in Russian No 12, Dec 81 pp 53-55

[Article by A. Yefremov: "Tenth Anniversary of Agreement on Maritime Trade Shipping"]

[Text] The positive advances in international relations which were achieved in the 1970's as a result of a policy of peaceful coexistance have served as the basis for the activation of the more reactionary forces of imperialism.

The 1974-1975 world crisis, which ripped asunder the economies of the developed capitalist nations also sharpened competition in world maritime shipping. The decline was at its deepest in a succession of crisis situations which followed World War II. As a result of it, there was a sharp decline in the rate of growth of world trade; this has a direct effect upon the volume of maritime shipping in use--the principal means for carrying out the intercontinental delivery of foreign trade cargo. The speculative boom at the end of the 1960's-beginning of the 1970's surrounding the request for maritime shipping plus the accelerated addition of vessels to the world trade fleet which was connected with it, a situation which lasted until 1977-1978, both led to the creation of the redundant hauling capability which exists to this day. Many ship owners found themselves in a difficult position.

In this situation, the ship- owner circles of a number of Western nations--the so-called "traditional navigation" nations--are striving, on the one hand, to cast responsibility for the depression in international shipping upon socialist nations, accusing them of "expansion", of carrying out a policy of "dumping" and other unscrupulous activities. On the other hand, efforts are being made to utilize the world shipping slump for the purpose of solidifying one's position in international maritime trade and of retaining one's predominant position to the detriment of others engaged in sea traffic. To this end, a wide-scale campaign has been unfolded to enforce legal and administrative measures which limit the equal rights of undesirable maritime shipping competitors. In this process, efforts are made to portray the aim of socialist nations' trade fleet as that of disrupting the existing system of commercial relations in world shipping, of squeezing out Western ship owners from trading with their own nations, and of exercising dominance over world maritime shipping routes.

Political actions of this ilk are really directed against the development of multilateral economic relations between nations, including those in the realm of maritime shipping. Under such conditions, the nations which are members of CEMA were compelled to direct their efforts toward the coordination of action in the realm of expanding their maritime transport and, primarily, to agreeing upon their positions in the field of world maritime shipping.

The necessary transport-political base and legal foundation for this was laid down in the International Agreement on Cooperation in Maritime Shipping which was signed in Budapest in December of 1971 by representatives of Bulgaria, Hungary, East Germany, Poland, Romania, the USSR and Czechoslovakia in keeping with a Complex Program for the Further Extension and Improvement of Cooperation and of Expanding the Socialist Economic Interests of CEMA-Member Nations.

The agreement is aimed at the all-possible expansion of direct multilateral and bilateral ties not just between governmental transport departments but between steamship companies and ship chartering organizations, this for the purpose of a fuller and more effective utilization of ships and ports in order to satisfy the increasing requirements of member nations in international maritime shipping, to coordinate activity on the world ship chartering market, and to expand scientific-technical cooperation and the exchange of experience.

Of particular urgency under modern-day conditions are those provisions of the agreement which emphasize the striving of its participants to facilitate the effective expansion of international maritime shipping, particularly the successful resolution of problems arising in their field, as well as the readiness of member nations to cooperate with other countries for those purposes.

In the period which has elapsed since the signing of the agreement, many important questions have been reviewed by CEMA workers' organizations: a system of ship-line conferences and other forms of ship-owner international association (including a code for conducting ship-line conferences); utilization of flags of convenience; improving forms of cooperation of maritime enterprises of CEMA-member nations in international ship line and tramp-steamer operation (including the coordination of measures on the creation of new ship lines as well as improving the forms of charter activities); possibilities for the application of a principle of preferential assignment of CEMA nation transient tonnage and cargo under conditions which are mutually beneficial to charterers and ship owners; discrimination and protectionism in international maritime operations; general tendencies in the expansion of a world system of ship line conferences under conditions in which the Code on the Conduct of Line Conferences applies, and others.

An analysis of the fulfillment by member nations of the agreement bears testimony to the steady expansion and extension of their mutually beneficial ties, to the successful resolution of tasks in the field of maritime transport, to their striving in conjunction with other interested nations to find the solution to any problem involving modern-day world shipping, both on a multilateral basis within the sphere of activity of existing international organizations as well as on a bilateral basis.

Proof of this was the holding, in 1976 and again in 1980, of conferences of the heads of ministries in charge of maritime transport for nations which are signatories to the 1971 agreement. Reviewed at those conferences were essential questions involving maritime policy. At the 1976 conference, heads of ministries discussed questions of mutual maritime trade interest and exchanged opinions in respect to trends in the expansion of contemporary international maritime trade. They ascertained that the provisions of the Complex Program relative to maritime transport as well as the agreement of 1971 created the conditions necessary for expansion of practical forms of cooperation, both on a multilateral as well as a bilateral basis. Noted was the fact that mutually beneficial ties had expanded and deepened. Considerable progress has been achieved, particularly in the sphere of full and effective utilization of maritime fleets and ports, of ship charter activity, of expanding economic and scientific-technical ties, as well as in the sphere of experience exchange. Consultations are being held on basic trends in maritime transport policy and other questions plus the regular exchange of opinion relative to the activity within international inter-governmental organizations dealing with maritime transport, as well as in connection with participation in international maritime transport agreements.

These nations which are participants in the agreement, while guided by principles as to the freedom of maritime trade and speaking out against any measures of a discriminatory character, encourage the ships of their nations to take part in the hauling of cargo by sea between them and cooperate in the elimination of any obstacles which might make such participation more difficult, encourage cooperation with other nations on the principle of equal rights, the respect of sovereignty and national interests, of mutual benefit and of noninterference in internal affairs.

At the conferences which were held in Moscow in April of 1980, the heads of ministries charged with maritime transport discussed questions having to do with bilateral and multilateral cooperation between participants in the agreement and noted that the steady expansion and improvement of mutually advantageous and equal cooperation actively promotes the successful realization of 5-year plans for the development of the national economy of their nations. There was improvement in the utilization of the national trade fleets and of ports belonging to nation-participants in the agreement of 1971, all of which was reflected in the fuller satisfaction of needs in international maritime transport as well as in the turnover of goods between them and with third countries. Cooperation between them in the realm of charter activity, scientific-technical cooperation, and the exchange of experience also was further developed.

There was also a significant increase and expansion in the joint activity of participating members in the agreement as to expansion of national marine transport material-technical bases. The transport fleet was supplemented with specialized vessels, new port capacity was placed into operation, as was more up to date loading and unloading equipment, while new forms of organizing marine transport work were introduced. In the period between 1976 and 1979, the railroad ferry between Il'ichevsk and Varna was placed into operation, the "Inter-Likhter" international navigation enterprise plus the "Dunaytrans" and "Intermorput'" international associations were created, measures were carried out toward facilitating the hauling of cargo between Baltic and Black Sea ports and ports of the Republic of Cuba, while work is going forward toward creation of an operational system to direct the movement of tugs and the processing of freight tonnage along the Danube River.

Also noted at those conferences was the fact that marine transport agencies of nations participating in the 1971 agreement will devote some effort to encourage the participation of their national navigation enterprises in the transport of cargo by sea both between their nations as well as between their nations and other CEMA-member nations; encouragement is also to be given to cooperation between socialist navigation enterprises and all other participants in international navigation, with the view in mind that such forms of cooperation will not be accompanied by one-sided administrative organizations in respect to participation of third-nation fleets in the hauling of cargo.

In discussing the situation regarding modern-day international maritime shipping it was noted that the continuing economic depression in capitalist markets is having a negative effect with respect to world maritime trade, is increasing marine transport costs, is intensifying competition, gives rise to protectionist tendencies, and leads to the creation of exclusive ship-owner groupings, this to the detriment of other participants in the transport process by sea as well as to the further aggrevation of international relations in world shipping.

As to international economic relations, a more prominent role in the sphere of maritime transport could be played by international inter-governmental organizations, primarily the Committee for Maritime Transport (UNCTAD).

By voicing support for creation of a new order in international economic relations, participants in the 1971 agreement seek thereby to emphasize the fact that any future changes in the structure of maritime international relations should be based upon the principle of respect for independence and for state sovereignty, full equal rights and mutual benefit, non-interference in internal affairs, as well as the elimination of any discrimination based on geographic location, level of economic development or distrinctions as to the form of property.

Conference participants emphasized that the foreign economic maritime policy of nations participating in the agreement of 1971 is based on stable principles and that their maritime enterprises are prepared in the future to develop mutually beneficial cooperation with all participants in world maritime transport on an equal basis in conformity with the provisions of the Final Statement of the Conference on European Security and Cooperation.

In conformity with the document on basic trends in the further improvement of the organization of the multilateral cooperation of CEMA-member nations and the activity of the Council for Mutual Economic Aid, adopted at the 32d Session of the Council in 1978, within the bounds of the Standing Commission of CEMA for Cooperation in the Field of Transport, immediate and priority tasks were defined in the realm of maritime transport stemming out of the provisions of the Complex Program and the Long-Range Special Program of Cooperation in the Expansion of Transport Ties Between CEMA-member Nations. Among them were the following:

--improvement of the transport process;

--working out of well-grounded long-range plans for the development of maritime and river transport technical means;

--unification of separate legal norms which are applicable to international maritime transport;

--working out of individual questions of transport-economic policy in the field of international maritime trade;

--expansion and improvement of cooperation in the realm of ship-charter activity and ship line operation.

One of the first priority tasks is that of expanding consultations as to problems of economic policy. In connection with this, there has been an ever-greater reflection in the work plans of the Standing Commission of CEMA on Transport of questions connected with holding consultations on the more pressing problems of cooperation and, in particular, on basic questions of economic policy in the realm of international maritime transport, as well as on the coordination of positions adopted by CEMA-member nations in regard to questions discussed within the framework of the Intergovernmental Maritime Consultative Organization (IMCO) and the Committee for Martime Transport (UNCTAD). Five consultative conferences were held in 1979 while four were held in 1980. Questions were discussed at those conferences which had to do with "non-standard" vessels, practical communications between ships and flags of registry, questions of search and rescue at sea, and others.

Work plans of the CEMA Standing Commission on Cooperation in the Field of Transport for 1981 call for further holding such consultations, both on the level of chiefs of delegations as well as on the experts' level.

Bilateral consultative meetings are held regularly between executive officers of the USSR Ministry of the Maritime Fleet and executives of CEMA-nation transport ministries.

At meetings of the Intergovernmental Commission on Economic and Scientific-Technical Cooperation, questions are reviewed and coordinated, this on a bilateral basis, relating to the organization of the work and expansion of water transport, the timely facilitation of cargo-hauling volume agreements, expansion and modernization of port facilities, fulfillment of agreements, covenants and contracts concluded between USSR transport departments and CEMA-member nations, plus questions connected with the achievement of scientific-technical cooperation, and others.

At the 26th party congress, in speaking of the development of the world socialist system and cooperation between socialist nations, L.I. Brezhnev emphasized that "such questions should be placed on the agenda which deal with drawing together the structure of economic mechanisms, the further expansion of direct ties between ministries, associations and enterprises which take part in cooperative trade, the creation of joint firms...."

Under these conditions, the efforts of CEMA-member nations should be directed toward the development of more effective forms of cooperation in maritime transport with other nations on the basis of principles embodied in the agreement of 1971, principles which are open to all interested governments if they wish to adhere to them. The agreement takes into consideration the practice of bilateral and multilateral international relations in modern navigation and is not directed against any one of its participants. By dint of its spirit the agreement could become the basis for development of universal principles of international cooperation in world maritime trade.

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OCEAN AND RIVER

ROMANIA TO BUILD NEW TANKERS FOR SOVIET UNION

Moscow MORSKOY FLOT in Russian No 12, Dec 81 pp 28-30

[Article by G. Biske: "A Tanker for the Caspian"]

[Text] During the current five-year plan the Socialist Republic of Romania will deliver a series of new tankers to the Ministry of the Maritime Fleet. The lead vessel is to be called the "Sergey Kirov."

These new-type tankers are intended for the hauling of crude petroleum or petroleum products of one particular type, including all types of mazut, which will be kept warm while being transported. According to the terms of the contract, the tankers will be built in accordance with a plan worked out by Soviet designers, in keeping with the regulations of and under the supervision of the USSR ship's registry, as a KM ⊛ LZ $\boxed{I}$ 11 class (tanker). In the construction of these vessels, there is to be adherence to international regulations and conventions to which the Soviet Union is party, as well as to sanitary regulations and safety requirements for USSR maritime transport vessels.

The tankers are to ply the waters of the Caspian and Black seas and the Mediterranean. The specified range of the vessels is 3,000 miles, with a maximum range of 5,000 miles; autonomy of navigation based on reserves of provisions, drinking water and fresh wash water is 30 days. The vessel's unsinkability is facilitated through the flooding of just one compartment in all specified ship-loading instances.

By its architectural-design type the new tanker is a shallow, twin-screw diesel motor ship with an oversized flood deck, with a forecastle and poop cabin, with double longitudinal bulkheads, and with engine-boiler room and cabin superstructure located at the stern of the ship.

The hull of the vessel is all-welded and is made out of low-alloy (the main hull and framework) and carbon steel (super-structure and deck house). Hull assembly method is combined: in the deck and end plate area it is longitudinal, while on the sides and the ends of the vessel it is lateral.

A double bottom is called for in the area of the engine-boiler room. The main longitudinal and transverse bulkheads in the area of the cargo compartments are to be made of corrugated steel.

The vessel is to have 3 mid-ship and 10 side tanks. The middle and 4 side tanks with an over-all capacity of 7,900 cubic meters are to be used for taking on cargo. Ballast is to be carried in the remaining side tanks as well as in the pinnacles and the bow cofferdams; the over-all capacity of the tanks and pure ballast cistern is about 3,440 cubic meters. Two side hull cisterns with an over-all capacity of 230 cubic meters are to be used for the storage of cleansing solution. These cleansing solution cisterns plus the pump hose room between them are located to the stern of the cargo tanks and tie in to the pump bulkhead of the machine-boiler room.

Cabins, public and service quarters are located in the poop cabin superstructure and in the triple-level deck house located there. Quarters have been set up for 28 members of the crew, 2 trainees and pilot. The crew has available the command staff lounge, red corner reading room, smoking lounge, library, etc for recreation purposes.

Slag cotton has been used as the basic thermal- and sound insulating material for living, public, service and other quarters. Trunk walls and other heating surfaces of the machine-boiler room have been insulated with the aid of an asbestos cement coating. The quarters are decorated with contemporary materials.

An epoxy paint of Romanian manufacture has been used to paint the tankers, a paint which is resistant to all petroleum products to be hauled aboard those vessels. Ballast tanks and cisterns have also been coated with epoxy paint.

Basic Vessel Characteristics

Length:	
Maximum	147 meters
Between perpendiculars	138 meters
Width	17.4 meters
Height of ship to upper deck	7.5 meters
Draft: specific	4.5 meters
To Plimsoll mark	5.3 meters
Deadweight with a 4.5 meter draft and with a navigation distance of 3,000 miles	5,630 tons
Carrying capacity with a 4.5 meter draft and with a navigation distance of 3,000 miles	5,250 tons
Nominal capacity of main engines	2 X 1.53 MVT (2X2, 080 horsepower)
Speed during tests with specifications of 4.5 meter draft and at nominal engine capacity	12.5 knots

Tanker deck equipment conforms to the Regulations of the USSR Ship's Registry and contemporary standards. The vessel has been equipped with a bow steering device of 220 KVT capacity to facilitate mooring operations and to expedite turns. Mooring equipment includes 4 WC82Z38-type winches made in Romania with an automated traction force of 78.5 horsepower (8.9 ton-force).

The boat deck has been equipped with two USSR-made AT-30-type boats capable of holding 30 persons each.

To expedite work with the ship's cargo hoses, 4 jibs with a weight capacity of up to 1.25 tons each have been set up on columns amidship. These jibs are served by LG2 hydraulic winches of domestic manufacture.

For tanker passage along internal water routes, the ships' masts and smokestack hoods have been so constructed as to be collapsible or partially dismantled. The over-all height of the tankers, from keel to top of rigging, is 19 meters.

The vessel's main power unit--it has two shafts and consists of two diesel engines of the 8TAD36 type (one for turning to starboard, the other for turning to port) are made in Romania. The engines are reversible, with mechanical remote control from the central control panel and with automatic remote control from the deckhouse. Diesel or motor fuel is to be used as fuel.

The vessel's auxiliary power unit consists of 3 Soviet-made DGR 320/500-4 type diesel generators, each capable of producing 300 kvt. Another diesel generator is to be used as a source ofemergency electric power.

The boiler unit is to consist of two KAV 2.5/5 boilers, each capable of producing 2.5 tons of steam per hour from motor fuel, plus two utility boilers using the heat of the diesel generator exhaust gases.

Aboard the ship, this to serve the main power unit and the diesel generators, are all of the necessary auxiliary mechanisms and heat-exchange apparatus, these either made by the Soviets or by CEMA-member nations. Installed aboard each ship is a salt-water distillation unit capable of producing 10 tons of water per day, a unit which utilizes the heat of the main engines' cooling waters. Location of mechanisms and installation of shipboard piping systems in the machine room has been done with an eye to their servicing and repair.

The extent to which power units have been automated facilitates their being serviced while the ship is under way by one mechanic on watch and one engine specialist from the central control room and, during stopovers which do not involve unloading operations, by off-watch servicing. The degree of power unit automation has been carried to the A2 level in the USSR Ship's registry symbol class.

In addition to the automation of power units and of the mechanisms serving them in the machine room, provision has been made for the automatic control of mooring winches plus the remote control of the pumps and the kinetics of the loading, trimming, and ballast systems. Control over the work of the power units and other mechanisms is carried out with the aid of a system of emergency-warning signals, with indications of this reflected on the control and signal panels of the deckhouse and central control room. In off-watch servicing while the ships are in port, these sound and light signals can be switched, by election, to the cabins of mechanics, the messroom, or the dining room.

The tanker cargo loading-unloading system is handled by two cargo and one ballast pump with a capacity of about 900 cubic meters per hour each, these driven by electric motors set up in the machine room. The cargo piping system consists of two sections--the bow section and the stern section, these united by a connector hose with a cut-off apparatus.

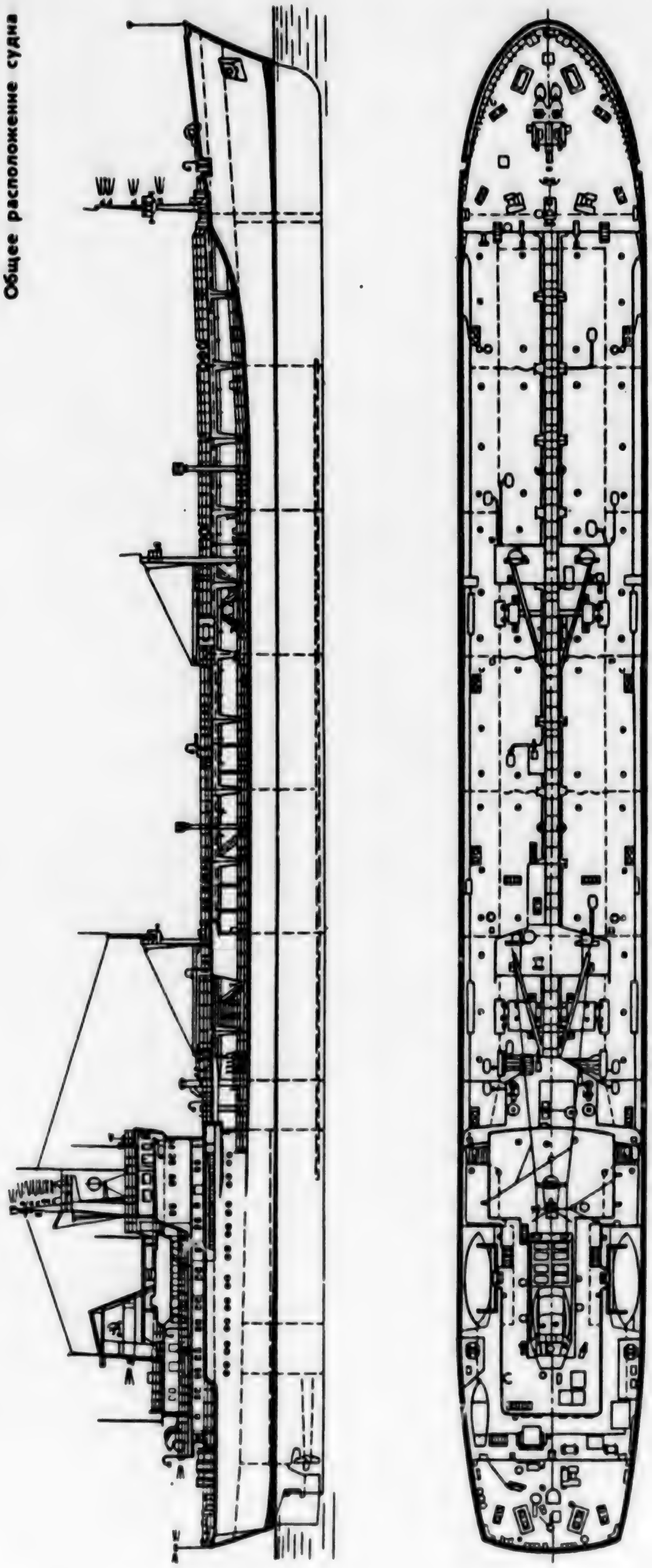
The cargo-pumping system adopted allows the ship's tanks to be filled with the aid of shore-based pumps; shipboard equipment can be used to pump out its cargo to shore while simultaneously taking on ballast; cargo can be taken on while ballast is being pumped out of tanks, with other cargo operation variations possible. All these operations can be directed by remote control from the central control panel.

Steam coil pipes have been installed in all of the oil-carrying tanks for heating various types of cargo. Measurement of cargo levels in the tanks is done by remote control from the cargo operations control position, while high and low level indicators have been set into the ballast cisterns.

Plans call for the mechanized cleaning of all oil-bearing tanks through use of cleansing solvents in a closed cycle. A vacuum pump jet is used to pump cleansing agent remnants from those cisterns. There are two cisterns aboard ship for the collection of bilge water and ballast water which has been contaminated by petroleum products. From these cisterns such water is pumped into shore-based cleansing structures or floating tanks with the aid of the ship's pumps.

With the aim of facilitating an improvement in protection against fire, plans call for the installation of a water system aboard the tanker which would be tied in with two fire pumps located in the machine room (serving as a reserve to this system is a motor-driven emergency pump which has been set up in the ship's bow); there is also a foam fire-fighting system plus mounted jet outlets, which is the basic fire-extinguishing means for ship oil tanks (with the system fed by fire-fighting pumps of the ship's water system). The machine-boiler room has a stationary system for the high-speed introduction of aural-mechanical foam fire-fighting from outlets to which portable foam extinguishers may be attached. The fire-fighting system also serves to extinguish fires within oil tanks, in the pump room and certain other locations, as well as in boiler spark extinguishers and engine exhaust collectors.

Aboard the tanker is a widely ramified system of artificial and natural ventilation of all ship's quarters, with air-conditioned and service quarters. The vessel is equipped with the most up to date electronavigational and communications equipment of domestic manufacture.



Общее расположение судна

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OCEAN AND RIVER

FINNISH PRESS: FINNISH BUILDER DELIVERS ARCTIC DRILLING SHIP

Helsinki HELSINGIN SANOMAT in Finnish 30 Jan 82 p 29

[Article by Pellervo Alanen: "Drilling Rig Trade to USSR To Be Confirmed in Near Future"]

[Text] Pori--Negotiations between Rauma-Repola and the Soviet Union on trade in jack-up type drilling rigs are in the final stages. The negotiators will leave for Moscow next Monday. According to Assistant Managing Director Vaino Lassila it would be in the interest of the enterprise to deliver five drilling rigs. Rauma-Repola hopes that the rigs can be delivered by the year 1986.

According to Lassila the U.S. boycott concerning exports to the Soviet Union will not be an obstacle to delivery since all foreign subcontracts are being accomplished in Europe according to Rauma-Repola.

Rauma-Repola's machine shop group is optimistic. The world's first icebreaker class oil drilling ship, which was completed at the end of the year, will leave for Murmansk next week.

After a couple weeks of familiarization and crew training it will proceed to the Bay of Kol'skiy near the Barents Sea to search for oil. Soviet geologists have come to the conclusion that there are abundant oil deposits in the Bay of Kol'skiy and even in the continental shelf off Kol'skiy Peninsula. On the basis of previous information it was not thought that the Soviet Union was searching for oil so far west.

Two Ships Next Year

The two remaining similar type oil drilling ships will be completed next summer and fall. According to Rauma-Repola it is more than probable that the Soviets will purchase several oil drilling ships. According to Lassila the Soviets are, however, demanding. Before future orders will be made the performance and suitability of the ships will be tested. New transactions will be concluded perhaps at the end of 1983 or in the beginning of the following year.

The representative of the Soviet client, Chief Inspector A. N. Lalayants, stated with a smile "khorosho, khorosho" [good, good] when he was asked his impression of the ship awaiting to depart Mantyluoto. The ships's captain, M. Suravlyov was to the contrary more reticent and stated that the suitability of the ship will not be known until it performs under difficult weather conditions in the Barents Sea.

Rauma-Repola's oil drilling ships have also aroused great interest in the United States and Canada. According to Tauno Matomaki, the director of marine engineering, discussions have been held, but Rauma-Repola's resources have been an obstacle to actual negotiations.

New domestic solutions have had to be developed in the oil drilling ships already for the reason that the domestic level in products being exported should be high. Foreign subcontracts are between 10 and 20 percent.

The sale price of the three ships is approximately 900 million markkas. Their maximum speed is 13 knots while an oil drilling rig can travel at a speed of only 9 knots.

The first ship was delivered to the client immediately after Christmas. It was tested in territorial waters for several months and at that time the technical problems that appeared were resolved.

A large concrete slab, in which there was an opening the size of a well, was sunk into the sea in the test area. After that a search was made for this drill hole with highly developed locating procedures. At first there were difficulties in locating the hole due to a deposit of lime several meters thick.

A valve block weighing 100 tons was adapted to the opening of the concrete slab, which in a real drilling situation itself can be disengaged and left at the site when an iceberg approaches.

"At first it was terrifying to leave a valve block worth 25 million markkas in the sea. However, the locating technique turned out to be equal to expectations," states Matomaki.

The ship is capable of drilling to a depth of 6 kilometers. With small adjustments the depth of drilling can be nearly doubled.

By means of high level engineering and equipment it is possible to keep the ship level while drilling even in ocean waves.

Markets Have Improved

The market for rigs has definitely improved since the middle of last year. According to Lassila there are three to four inquiries every month.

Even though a large number of drilling rigs is constructed they are put out of use at nearly the same rate. At the same time safety regulations have become stricter, and old rigs are frequently not approved for use at a new location.

In Europe Rauma-Repola as a builder of rigs has achieved a situation in which there are not many real competitors.

The toughest competitors are to be found in France. At Rauma-Repola there is no faith in the competitive ability of the English. On the contrary, a serious attitude should be taken toward Sweden's growing desire to improve its shipyards according to Lassila. State support in Sweden is approximately 30 percent. However, Lassila does not believe that Sweden's economy can withstand this kind of a policy for a long time.

There has been talk at Rauma-Repola about the development of its own drilling rig model. However, this will have to wait since drafting expenditures are estimated at this time to be 12 million markkas. In addition to Rauma-Repola, Wartsila and Valmet are building Arctic ships at this time.

At Rauma-Repola it is not thought that the centralization of construction would be a solution to funding problems. "The combining of three small companies would not be of much help. Moreover, we are a private enterprise," states Assistant Managing Director Lassila.

At this time Rauma-Repola is predicting a severe shortage of skilled workers. Within a period of a short time the need for a labor force has increased by one-fifth.

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OCEAN AND RIVER

INTEGRATED APPROACH TO FUEL ECONOMY, ENERGY CONSERVATION

Moscow MORSKOY FLOT in Russian No 11, Nov 81 pp 41-43

[Article by A. Ovchinnikov, chief of the Sector for Planning, Recordkeeping and Analysis of the "Merchant Fleet" Staff Service of the Black Sea Shipping Company]

[Excerpts] Efficiency of employment of the fleet depends on outlays for TER [fuel and energy sources]. The significance of the strictest fuel economy and of outlays to purchase fuel in foreign ports has grown especially because of the sharp price rise in the period of the "bunker oil crisis" in 1979, the absence of guarantees that fuel can be obtained in the necessary amount and quality, the reduction or complete termination of deductions previously offered, and in certain countries (India, Uruguay and Japan), the adoption of surcharges (15-20 percent) on fuel purchased.

In 1979 the Black Sea Shipping Company achieved a saving of about 2.5 percent on total motor and diesel fuel. The economic benefit from improving the structure of the fuel balance was about 500,000 rubles. Reduction of expenditures for fuel also makes it possible to take advantage of operating factors and above all to select optimum or economically advantageous ship speeds.

Introduction of NPGRP [continuous schedule-plans of port operation] throughout the system of the Ministry of Maritime Fleet helped to take advantage of optimum ship speeds. The following were unfailing conditions for taking advantage of optimum ship speeds (the term "economical speed" is also used in everyday practice): comprehensible and reliable information, coordination between the vessel's actions (KhEGS [cost-accounting operation of the vessel group]) and the port, i.e., discipline as to mutual information; full readiness of the vessel for commencement of cargo-handling operations so as to take into account performance of auxiliary operations (fumigation, preparation of gear to secure heavy and large pieces of cargo, preparation of the holds, port formalities); observance of regulations of safe navigation and the requirements of maritime shipping as the function of the characteristics of cargo, and also the rules for technical operation of the ship's power plant.

The rising trend of the cost of fuel abroad has taken on the character of a stable process under the impact of objective and subjective factors. The task has arisen of how to reduce expenditures for fuel purchased in foreign ports. With all due credit to the activity of the bunker fuel division of the Anglo-Soviet

Steamship Company, which furnishes vessels fuel abroad and which also conducts exchange and purchase fueling operations, it has not been possible to ignore its dependence on market conditions and haphazard manifestations of the world bunker fuel market: the absence of guarantees of a full supply, foreign exchange losses amounting to as much as 10-15 percent of the difference in value between fuel obtained through exchange and purchase operations and fuel obtained on the market because of the price relations on the market.

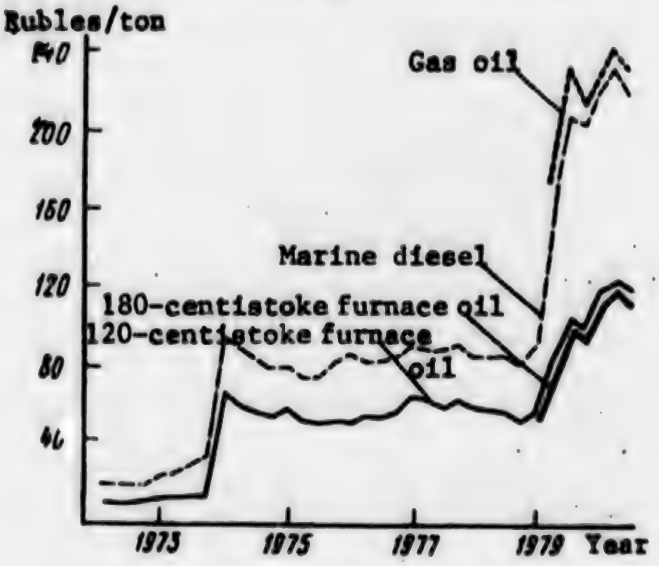
After the organization of the fueling facilities of the V/O "Sovfrakht" an increase of shipboard stocks of fuel of the fleet in service thanks to full or partial use of ballast tanks, and organization of mutual exchange of equivalent fuel resources between V/O "Sovfrakht" in Soviet ports and ship fueling companies in foreign ports, the fueling of the fleet in foreign ports has been integrated.

The advantages of the fueling depots of V/O "Sovfrakht" are obvious: guaranteed supply of vessels at relatively low outlays for the services of storing and delivering the fuel; increased carrying capacity of the fleet thanks to the additional cargo that can be accepted; responsive regulation of ship sailings from the depot ports in order to avoid waiting for fueling; the possibility of mutual clearing of the fuel resources of shipping companies delivered to nearby fueling depots, which eliminates inefficient shipments. Use of the method of mutual offsetting of fuel resources between the Black Sea and Baltic Shipping Companies in 1979 in connection with the fueling of their vessels by the joint companies "Bominflot" and "Intramar" made it possible to save more than 1.5 million rubles. The guaranteed supply of fuel at the fueling depots located 6-7 days' run to home port makes it possible to revise downward the standard amounts of emergency ("storm") reserve, which offers a possibility of increasing carrying capacity.

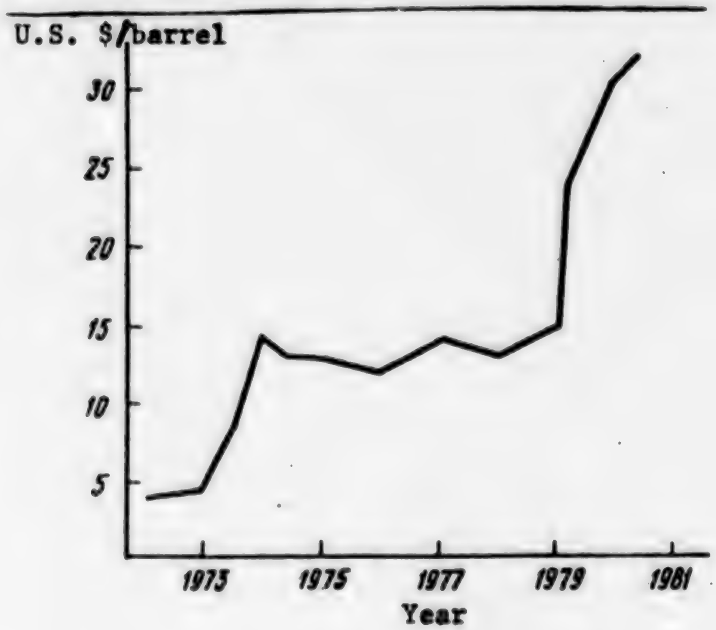
The stable tendency toward expansion of the geography of maritime shipments, the lack of balance in cargo flows in carrying the cargo of the Ministry of Foreign Trade, and, as a consequence, the need to charter the fleet to carry the cargo of foreign charterers are raising new problems of supplying fuel to the fleet in foreign ports. It is that which has made it advisable to organize refueling depots of V/O "Sovfrakht" in the Socialist Republic of Vietnam as well as in the Caribbean. The inhibiting factor in organizing refueling facilities in the ports of the Socialist Republic of Vietnam, when tanks are available, is the comparative remoteness from areas served by a guaranteed fuel refinery. The problem can be solved by delivering fuel from Black Sea ports on vessels operating on this route which have extra fuel storage tanks (the motor vessels "Pula" and "Beloretsk"), which are not using their full carrying capacity because of the specific nature of their cargo, and on every trip can deliver up to 400 tons of fuel over and above their own requirements.

An analysis of the autonomy of navigation of diesel cargo vessels on the basis of actual fuel reserves (see the table) in percentages of the total capacity of fuel tanks, omitting specialized vessels (ferries and refrigerated vessels) as well as vessels built according to designs of foreign firms, shows that in recent years the dominant trend has been toward reduction of ship fuel reserves. If such an approach was economically justified in feasibility studies for ship design 10 years ago, the 8-10-fold rise in fuel prices in foreign ports has made it necessary to take another look at reserve fuel capacity of certain series of vessels.

Rise of Fuel Prices in Foreign Ports



Rise of Petroleum Prices in Petroleum Exporting Countries



The actual operation of vessels in the series "Murom," "Slavyansk" and "Kommunist" (over distances of 10,000-14,000 miles) requires that they take on between 700 and 1,000 tons of additional fuel in foreign ports. Under the conditions that have come about the need has arisen to increase ship fuel reserves of both vessels in these series by taking advantage of ballast tanks (from 555 to 1,180 tons), as well as of new vessels being built which are intended for operation on lines of considerable length. In the case of tankers this problem is being solved much more simply by using the cargo tanks.

	Length of Cruise, in thousands of nautical miles			
Vessel Age	19-22	15-17	12-14	8-10
Over 15 years	11.4	1.0	4.3	0.6
Less than 15 years	11.4	22.8	17.0	11.2
Less than 10 years	--	--	10.3	2.0
Less than 5 years	--	7.1	--	0.9
Total, 100%	22.8%	30.9%	31.6%	14.7%

The functional interchangeability of certain fuel tanks used both for heavy fuel and also for light fuel depending on the length of the cruise is helping to reduce expenditures to obtain fuel abroad. This kind of reallocation of tanks, which is being done on the recommendation of shipboard innovators on the vessels "Zoya Kosmodem'yanskaya" (using international tank No 3 with a capacity of 379 cubic meters for diesel fuel instead of tank No 5, which has a capacity of 615 cubic meters) and the "Kapitan Kushnarenko" (increasing motor fuel reserves by 102 cubic meters by taking advantage of surplus capacity of tanks for diesel fuel), are making it possible to reduce the refueling of vessels in these series as much as 5,500 tons per year.

A typical feature of the process of maritime transport related to the world cargo market is the definite variability--the imposed variation of planned operation. It is becoming necessary to transfer fuel from vessel to vessel when refueling facilities are not available in the nearest ports or in order to reduce fuel costs. Such operations are being carried out with consent of local agents in ports of the countries of Cuba, Socialist Republic of Vietnam, the People's Republic of Kampuchea, the Korean People's Democratic Republic, as well as India (the ports of Bombay and Madras at the docks and in the roads, in Mangalore when the vessels are moored to one dock, at Mormugao only in the roads); in Malaysia (the cost of transferring fuel is $5.5 U.S. per ton); in Singapore where lighters are used at the rate of $30 Singapore per ton; in Thailand (the cost of transferring fuel is $2,500 U.S. in amounts up to 150 tons and $3,000 U.S. up to 300 tons for the lighter, which can be freely used for storage up to 6 days, after which the additional payment per day of storage is $425 and $550 U.S., respectively). About 3,000 tons of fuel were transferred from vessel to vessel of the shipping company in 1979.

The practice which has become established of arbitrarily charging payment for refueling organized through the Anglo-Soviet Company both to exchange and purchase funds of shipping companies and also operating expenses is not conducive to proper cruise planning, to the forecasting of future expenses in foreign ports or to correct recordkeeping of the actual efforts ship crews are making when the results of socialist competition are totaled up. Given all the complexity of the linkage between fuel carried for exchange and purchase operations and also fuel acquired by vessels and the time of arrival of payment for the fuel carried and purchased, the principal operating subdivisions, cost-accounting vessel groups, and fleet administrations are extremely interested in a straightforward distribution of exchange and purchase resources. This recordkeeping is especially important in the computer processing of ship expenditures in foreign ports. Cost savings are also promoted by information from vessels on current fuel prices in the world's principal ports, which has, for example, been centralized through the radio office of the Ministry of Maritime Fleet.

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NOVOROSSIYSK MARITIME SCHOOL DESCRIBED

Moscow MORSKOY FLOT in Russian No 11, Nov 81 pp 39-40

[Article by N. Pankrashkin: "The Novorossysk Higher Maritime Engineering Academy]

[Excerpts] The NVIMU [Novorossysk Higher Maritime Engineering Academy]--the fifth and youngest higher educational institution in this field--trains specialist engineers for the vessels of the maritime fleet. Its history began with ceremonies conducted at a rally on 1 September 1975 marking the opening of the new maritime VUZ in Malaya Zemlya.

At the end of the 10th Five-Year Plan the school had a classroom and laboratory building with a floor area of 17,500 square meters, an auditorium and lecture hall building with a series of 5 auditoriums, each seating 150-250, an assembly hall with a capacity of 800 and a dining hall with a capacity of 700 at a sitting, as well as two 600-bed dormitories, an athletic complex with 16 open playing fields and a spacious indoor facility.

The school's second phase of construction is now under way. The third 600-bed dormitory has already been delivered, the dining hall is being expanded with additional rooms to accommodate 600, and a fourth dormitory will soon be completed.

Later the project plan calls for building a second classroom and laboratory building, a marine power plant laboratory with operating equipment, workshops for teaching the practical arts, a high-rise building for the research division and graduate study, a stadium and a rifle range.

The school's largest department is the School of Navigation. The fourth section of the curriculum in this specialty is devoted to practical navigation, which the students take on board training and merchant vessels.

The department's specialized display rooms and laboratories are well equipped. The plotting room, where the students gain a familiarity with the elements of navigation, is equipped with ship's plotting tables, furnished with the appropriate instruments. The instruments simulate the ship's movement, and the students make a plot on navigation charts by taking their readings. Collections of charts, pilots and other manuals have been assembled on navigation for the most widely varied regions of the seas.

The students in the Department of Navigation study commercial practice, maritime law and labor legislation, and the economics and organization of work of maritime transport.

Without awaiting completion of construction of the building for the marine power plant laboratory, the students, under the direction of instructors, have equipped eight laboratories on a tanker in the "Kazbek" series which has been retired from service and has been given the name "Kursant" ["Student"]. Practically all problems in operation and repair are worked out here on an operating power plant, and the actual conditions of a watch in the engineroom are approximated.

At present the Department of Marine Engineering already has 20 laboratories which are equipped with operating steam turbines, internal combustion engines, up-to-date electronic simulators for running the ship power plant, multiton breaking test machines, and steam generators.

Radio engineers are trained in the Department of Radio Engineering for work on ships and in the shore enterprises of the maritime fleet.

Students in all departments have an annual training cruise on training and merchant vessels where they serve as trainees, and after they obtain ratings, they serve in staff positions. For instance, in 1980 students of NVIMU were to be found on more than 90 vessels in various shipping companies of the Southern Fleet.

The school also has a correspondence department in which personnel of various enterprises and organizations in the sector study without leaving their jobs. There are many sailors among them, including navigating officers, engineers and radio operators who previously graduated from secondary maritime schools.

In 1980 the first class of engineers was graduated from the permanent facility and the second class from the correspondence department. And now more than 300 persons with diplomas earned at NVIMU are serving sea watches on vessels of various shipping companies from Kamchatka to Ismail and Odessa.

Students who have shown particular abilities in scientific work are kept in the school for further study in the graduate program.

Since the creation of the school the faculty of professors and instructors has increased from 34 to 213, 43 percent of whom have academic titles and degrees. The original 7 departments in which the 1st-year students began to study in 1975 have now been joined by another 16, including specialized departments teaching upperclassmen.

Most of the school's departments are carrying on scientific research as well as teaching. This research follows several directions, related mainly to tanker operation. This is no accident. The school is located in the same city as the very large Novorossiysk Shipping Company, the Soviet Union's main tanker shipping company.

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OCEAN AND RIVER

RESPONSE TO CRITICISM OF TRAINING IN NAVIGATION

Moscow MORSKOY FLOT in Russian No 11, Nov 81 p 31

[Article by A. Yalovenko, head of the Department of Navigation of LVIMU [Leningrad Higher Maritime Engineering Academy imeni Admiral S. O. Makarov], candidate of engineering sciences, and Yu. Baranov, chairman of the Teaching Methods Commission of the Department of Navigation of LVIMU, candidate of engineering sciences: "Once Again on Training in Navigation"]

[Text] The authors of the article "Improving Training in Navigation" (MORSKOY FLOT, No 7, 1980), L. Budylkin and V. Taratynov, call for a number of sections in syllabi to be corrected and for the equipment on training vessels to be improved. Stated in that general way, their proposals arouse no objections. But the authors' line of argument is not convincing, and the examples of shortcomings in syllabi are exaggerated.

The authors' assertion that people who cause accidents are being "trained" within the walls of maritime educational institutions has no basis. An accident usually results not from one, but from a set of factors, and it is not possible to reduce the matter solely to one cause (to shortcomings in the training of students, in the opinion of the authors of that article).

L. Budylkin and V. Taratynov exaggerate the role of recently graduated navigators in accidents. According to data of TsNIIMF [Central Scientific Research Institute of the Maritime Fleet], most accidents (groundings, collisions and shipwrecks) occur through the fault of captains and senior officers [first and second officers], that is, persons with quite a bit of experience. For example, in 1979 they accounted for 87 percent of all the accidents in the Ministry of Maritime Fleet, while third officers accounted for 3.7 percent. Foreign data on accidents also show that in more than 80 percent of the cases the vessels were being steered by the captains themselves. This means that even those who are best qualified and most experienced in shiphandling are not immune to committing errors in steering the vessel in a complicated situation. In principle thorough analysis of the circumstances and causes of ship accidents and discovery of the errors and violations committed by shiphandlers and navigators are necessary for working out well-founded measures for prevention of wrecks.

Let us discuss the specific remarks the authors make. They remark that little time is given to the study of shiphandling in narrows. This is not so. Safe navigation in narrows is the most complicated type of navigation. It requires a knowledge of graphic reckoning (plotting), the methods of calculating the turning circle, drift and current, determination of position by navigational procedures, by means of radar and radio-navigation systems and piloting. At least 80 hours in the entire course in navigation is allotted to these topics (40 hours of lectures and 40 hours of laboratory exercises), and not the 4 hours asserted by the authors.

The problems of handling ships during navigation in narrows within areas of divergent traffic are also studied in the discipline "Shiphandling and Technical Operation of the Vessel," in which an effective piece of equipment like the radar simulator is used.

The assertion that navigating officers do not have the benefit of a course in mathematical processing of observations (MON) is erroneous. The problems of MON have always been studied (since the very establishment of junior postsecondary maritime education) in the group of navigational disciplines. MON includes spherical trigonometry, estimation of the accuracy of measurements of navigational parameters, the general theory of determining position from isolines, methods of estimating the accuracy of observation, and other topics. In recent years MON has included the use of small electronic computers in solving problems of navigation, since these computers are in wide use on vessels of the Ministry of Maritime Fleet. Without a knowledge of MON the navigator cannot solve the problems of navigation and nautical astronomy nor evaluate the accuracy of observations, use small computers or understand the work of computerized navigation systems. Thus MON is the theoretical basis for the study of navigation, nautical astronomy, computerization of navigation and other disciplines.

The authors of the article under consideration write that study of the pilot comes down to "memorizing the symbols." Actually the pilot is thoroughly studied, as provided for in the syllabus and the textbook "Morskaya lotsiya" [The Sea Pilot]. They study buoyage systems, Soviet and foreign navigation aids and charts, rules of chart correction, rules for computing the run, tidal phenomena, the business of organizing the navigation department, and so on. These areas are studied as part of course projection, during practical training on training vessels (for example, these exercises are conducted in LVIMU by the captains of those vessels P. Papayev, A. Chechulin, Ye. Morozov, etc.). Finally, students also study specific complicated areas of navigation, for example, the Danish straits, Gibraltar and others, during a specific laboratory exercise in "Radar Ship Navigation," which is done on the radar simulator.

The assertion that the term "safety of navigation" is not encountered in syllabi is also erroneous. For example, the syllabus of the course "Navigation and the Pilot," dating from 1977, includes a specific Section 23 "Organization To Ensure Safe Navigation" (8 hours), which envisages the study of normative documents on safe navigation, directives of the Ministry of Maritime Fleet on accidents, measures to combat the accident rate, and the study of typical accidents. Analysis of navigational accidents has also been provided for in other sections of the syllabus of the course in navigation and the pilot (paragraphs 50, 51, 53 and 75 of the syllabus).

In the LVIMU review lectures are given annually (4-6 hours) on analysis of accidents to students in the 5th year by N. Shaykhutdinov, deputy chief for navigation of the Baltic Shipping Company.

L. Budylkin and V. Taratynov believe that "the schools often graduate young navigators whose familiarity with the practical aspects of their work is superficial." This opinion is refuted by official data of shipping companies, which supply evidence of the constant improvement in the quality of navigator training.

What we have said demonstrates that the criticism the authors of the article make concerning syllabi in the subject of navigation is without basis. The syllabi are the result of the creativity of large teams of teachers of all the junior postsecondary engineering and nautical schools of the USSR over a matter of many decades. They are cleared with shipping companies and administrations of the Ministry of Maritime Fleet. For example, the standard syllabus now in use for the course "Navigation and the Pilot," dated 1977, was developed in the LVIMU, approved by the OVIMU [Odessa Engineering and Nautical School], cleared with the navigation department of the Baltic Shipping Company and the Main Maritime Inspectorate of the Ministry of Maritime Fleet. This procedure for examination of syllabi makes it possible to minimize possible subjective errors. Every year working syllabi of disciplines are written in junior postsecondary engineering and nautical schools which incorporate corrections resulting from the suggestions of state examining commissions. The members of these commissions include the most distinguished specialists who are practitioners in the shipping companies. Every year the state of training of engineer-navigators and the contents of the syllabi for the most important specialized disciplines are discussed with them and other navigators.

The departments of schools of navigation have also drawn upon and will continue to draw upon the teaching abilities of experienced practitioners who have shown an inclination toward teaching. For example, in the School of Navigation of LVIMU sea captains make up more than 40 percent of the department's leading lecturers.

Experienced practitioners working on training vessels also take a direct part in the practical training of future navigators. A large role is also played in this respect by the captains of merchant vessels on which students of the LVIMU do more than 7 months of practical training.

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OCEAN AND RIVER

USE OF FLAGS OF CONVENIENCE DISCUSSED

Moscow MORSKOY FLOT in Russian No 12, Dec 81 pp 50-52

[Article by P. Vorob'yev: "Open Registration of Ships"]

[Text] In recent years the problem of open registration of ships ("flags of convenience") has been a center of attention for the maritime community. The lack of a real relationship between the ship and the country of its flag of registration, which is met more and more frequently today, touches practically all of the important aspects of contemporary international merchant shipping and has a negative effect on it. Numerous international organizations and special U. N. institutions are carefully studying different manifestations of this contradictory phenomenon.

The International Maritime Consultative Organization (IMCO) studies the technical operation of ships and preventing pollution of the marine environment. The International Labor Organization (ILO) works on issues related to social and labor conflicts between ship owners and ship personnel and the living and working conditions of seamen on board ship. The consequences of open registration for harmonious development of international shipping and the competitive ability of the fleets of countries that do not resort to this practice, in particular the developing countries, for establishing the national maritime transportation of the developing countries are subjects of investigation by the U. N. Conference on Trade and Development (UNCTAD).

The registration of ships that in fact belong to shipping companies of the developed capitalist countries and transnational corporations in certain developing countries and territories (Liberia, Panama, Singapore, Cyprus, and the Bermuda and Bahamas islands) became widespread in the years after the war. The increase in the fleet under flags of open registration countries greatly surpasses growth in the world fleet and in the fleets of particular groups of countries. In 1970 open registration countries accounted for 21.6 percent of world tonnage; in 1980 this figure was more than 31.1 percent (212.6 million tons deadweight).

According to figures from the English A and P Appledoor company, 73.2 percent of the enormous fleet sailing under flags of convenience produce income for large ship owning companies in the United States, Hongkong, Greece, and Japan, which have 29.7, 19.7, 13.1, and 10.7 percent of the open registration fleet respectively. The monopolies of West Germany, Norway, England, the Netherlands, Canada, and Israel also use flags of convenience extensively.

This fleet, which includes large bulkers and tankers and highly efficient ro-ro ships and container carriers, brings an annual income of more than 15 billion dollars to the true owners, the monopolies of the capitalist countries and the transnational corporations. The payment for the right to use the national flag charged by the open registration countries cannot compare with this income. According to UNCTAD figures, Liberia receives 13.6 million dollars a year, Panama 11.5 million, and Cyprus 1.6 million dollars.

The principal object of interest to the owners of ships sailing under flags of convenience is carrying the foreign trade cargoes of the developing countries, where maritime transport accounts for some 85 percent of such cargo. This indicator is even higher for such regions as Africa and Latin America. About three-quarters of the open registration fleet is sent there. They deliver above all cargoes of the transnational corporations.

The share of the developing countries (not counting the countries of flags of convenience) in the world merchant fleet is about 10 percent. At best these ships can handle about 10 percent of the international trade cargoes.

Studies made by the UNCTAD Secretariat on the problem of open registration and the course of discussion of this problem at the 5th Session of UNCTAD and at sessions of its working committees and groups have practically demonstrated that the negative effect of the institution of open registration on international relations in world shipping takes many diverse forms and spreads to the political and economic spheres. According to the conclusions of a session of the intergovernmental working group whose resolutions were later approved by the Commission on Maritime Shipping, expansion of the open registration fleet has a negative effect on the ability to compete of the fleet of countries that do not resort to the practice of open registration, above all the developing countries.

In connection with this, in May 1981 the 3rd Special Session of the Committee on Maritime Shipping was called within the UNCTAD framework, and at it the economic problems of the institution of flags of convenience were considered as an independent issue. Delegations from 86 countries which are members of the committee took part in the work of the session, including delegations from the socialist countries of Bulgaria, Hungary, East Germany, Cuba, Poland, Romania, the USSR, and Czechoslovakia. The session attracted the attention of 23 international organizations, both within the U. N. system and intergovernmental and nongovernmental organizations with various orientations. Specifically, ILO, IMCO, the European Economic Commission, the International Conference of Free Trade Unions, and the International Chamber of Commerce were represented.

The UNCTAD Secretariat prepared a comprehensive report entitled "Fleets of Open Registration" and information on the income-producing ownership of open registration fleets in 1980 for review by participants of the Committee.

The questions of identification and accountability of the owners of open registration ships, tariff regimes, navigational safety, and the social and economic consequences of eliminating open registers were reviewed in some detail. This report significantly supplemented and refined studies on this problem made earlier by the Secretariat. It was observed that the negative effect of the practice of open registration on the fleet of other countries that do not offer such conditions cannot be eliminated without eliminating the very idea of open registration. Solving this problem demands the conclusion of an international agreement according to which ships and their states of registration must be economically linked.

It was precisely this conclusion in the report of the UNCTAD Secretariat that was attacked by the delegations from the developed capitalist countries (Group B), who tried to cast doubt on the conclusions of the report and expressed the opinion that the problem had been incorrectly handled.

Speaking for the majority of Group B, its representative was forced to acknowledge the shortcomings of the institution of open registration and to say that this system, which has been employed for many years, is no longer satisfactory. At the same time he insisted that a number of problems of the flags of convenience apply equally to the flags of many countries of conventional registration. In particular this refers to the questions of safety at sea and the living conditions of the crew on the ship.

According to the statement from representatives of the developed capitalist countries, it is necessary to introduce strict port controls on the technical condition of the ship and the living conditions of the crew based on the requirements of the ILO and IMCO Conventions and only then will it be possible to attain correspondence with national and international norms and standards. They concluded that holding a ship up in port is a more effective means than threatening to remove the ship from the register, in other words the problem of flags of convenience was reduced to nothing but its technical and social aspects. This would transfer their investigation to the IMCO and ILO and remove from the agenda serious economic aspects of the practice of open registration, which was essentially an appeal for UNCTAD to refuse to consider the issue.

The representative of France expressed a view that differed from the position of most of the Group B countries. He criticized the negative aspects of open registration, related chiefly to navigational safety and the environment, and called for a search for concrete solutions to the problem, stating that the time has come to move from words to actions.

The statements of the representatives of the European Economic Community, the International Chamber of Commerce, and the International Federation of Ship Owners primarily stressed review of questions related to nonstandard ships under flags of convenience, navigational safety, preventing pollution of the marine environment, and in part to social norms. They mentioned control by the port of call as an effective means of combatting the operation of nonstandard ships in general and called for other nations to ratify the IMCO (SOLAS, MARPOL [expansion unknown]) and ILO conventions (No 147) as quickly as possible.

The representatives of the International Confederation of Free Trade Unions, the International Federation of Transportation Workers, and the National Trade Union of Seamen of Great Britain, countering these statements, announced that control by the countries at whose port the ship calls can never replace control by the country under whose flag the ship is registered. They emphasize the need to halt the practice of open registration.

The developing countries (Group 77) believe that the institution of flags of convenience is one of the primary obstacles in the way of development of their national shipping and, therefore, strengthening of their national economies. Therefore, at the 3rd special session of the Committee on Maritime Shipping the developing countries consistently favored a gradual elimination of the practice of open registration in a reasonable time. They sharply criticized the conjectures of the developed capitalist countries as to the supposed advantage for clients of maritime transport, above all the developing countries, when ships are operated under flags of convenience.

Speaking on behalf of the Group 77 countries (with the exception of Liberia), their representatives especially emphasized that the issue of the need to review the problem of flags of convenience within the UNCTAD framework was first raised by the developed capitalist countries some 10 years ago. At that time the operation of their national fleets had become inefficient because operators were employing ships under flags of convenience and also because the principles of international conventions ratified by these states were not being applied to ships which their companies were using under flags of convenience. The position of the capitalist countries subsequently changed because it was found that the institution of open registration produces enormous profit for the true owners and at the same time counters the development of the fleet of the developing countries. Unlike their governments, the trade unions of the capitalist countries take a consistent position with respect to open registration of the flag.

The developing countries stated their firm conviction that the practice of open registration should be overturned by establishing a real relationship between the ship and the country of its flag of registration, as indicated in the report of the UNCTAD Secretariat. They emphasized their readiness to continue negotiations toward working out a mutually acceptable agreement which would be in the interests of the international community.

The Liberian delegation attempted to justify the existing system of open registration. They presented the very fact that this issue is under consideration as a kind of attempt to discriminate against the countries of the flags of convenience, in particular Liberia. In the opinion of the Liberian representative, the position of Group 77 is too uncompromising. They stated that curtailing the practice of open registration would lead to simultaneous development of the merchant fleets of the developing countries and that, in general, discussion of the issues of open registration is not within the competence of UNCTAD.

In such tense conditions, the statement made by the USSR representative on behalf of the socialist countries of Eastern Europe (Group B) had special urgency.

The Soviet statement contained concrete new proposals on the problem of open registration and ordering the development of the world merchant fleet. The socialist countries called the attention of Committee members to the fact that according to the report of the UNCTAD Secretariat the negagive impact of the institution of open registration on international relations in world shipping has many different forms, so attempts to concentrate all investigation on the problem of nonstandard ships under flags of convenience is unsound. This is just part of the problem, and not the most important part. The essence of the matter is much broader, because it relates above all to equal participation by the countries that export raw materials in shipping their own output.

Fair participation by the shipowning companies of these countries in shipping bulk cargo is hindered by the fact that the transnational corporations hold a dominating position in the charter market. These corporations own their own fleet under flags of convenience and make broad use of chartered tonnage registered under the same flags of convenience.

As noted, the devastating effect of open registration fleets on the fleets of other countries can be averted by two means. The first is to formulate a code for shipping bulk cargoes which by administrative methods would guarantee that trading countries have equal rights to transport raw materials; the second is to limit the growth of the open registration fleet. They are both aimed at meeting the same challenge, which was approved by the U. N. General Assembly: the strategy for development of shipping in the 1980's. This strategy comprises two basic elements: a structural reorganization of international economic relations in world shipping and achieving a 20 percent share in world tonnage for the developing countries by the end of the 1980's.

Let us assume that all U. N. members, if they voted conscientiously in the General Assembly in December of 1980, will help the developing countries achieve a 20 percent share of world tonnage by the end of the present decade and that at the same time the current rate of expansion of open registration fleets continues. Then within only two or three years the excess fleet would not only not be reduced, it would lead to a severe chronic crisis for many years following. We can imagine the negative consequences of this development for ship owners throughout the world, regardless of what flag their ships sail under.

Because previous sessions of the Committee had demonstrated an interest in the idea of working out a universal convention on rules for registration of ships under the national flag, the delegations of the socialist countries at the 3rd special session of the committee presented legal principles which could serve as the foundation for discussing the content of such a convention. The text of the principles was distributed to the members of the committee as an official document and reviewed by participants.

The submission of concrete new proposals by the socialist countries provided the impetus to move from protracted debate on secondary issues related to open registration, which was begun by the developed capitalist countries, to discussion of economic aspects of the real relationship between a ship and the country of its flag of registration. This is indeed the subject of study for UNCTAD.

The representatives of the developing countries and of the trade union organizations greeted the fundamental legal principles with understanding. The delegations of the developed capitalist countries also agreed with a large majority of the principles.

The observer from the African National Congress presented a discussion of the practice of open registration. He observed that the problem of open registration in general is broader than just its economic or technical aspects. It covers the entire issue of the development of world shipping in light of the norms of international law and U. N. resolutions approved by a majority of its members. He called attention to the fact that open registration fleets are deliberately used to weaken steps being taken by the international community against the apartheid regime in South Africa and they hinder the liberation struggle of the peoples of South Africa and Namibia.

The observer from INSA [expansion unknown] expressed the view that the current practice of open registration must be halted, which would restrict the uncontrolled growth of tonnage and reduce the surplus. He spoke in favor of international development of general rules for registration of maritime vessels under the national flag.

Seeing the shakiness of their position, the advocates of flags of convenience tried another public move against the conclusions in the report presented by the UNCTAD Secretariat in order to defend the practice of open registration. This was the purpose of the statement by F. Lorrey, speaking on behalf of the International Chamber of Commerce. Lorrey is president of the Federation of American Controlled Navigation, whose members use flags of convenience extensively on their ships. This attempt, however, failed.

Two draft resolutions were submitted for discussion by the Committee during the work of the session. They came from Group 77 (with the exception of Liberia) and from France.

Group B evaluated the Group 77 draft resolution favorably, noting that it contains fundamental elements of a solution to the problem and could serve as the basis for further negotiations taking into account aspects presented by the French delegation. After further meetings and discussions between the delegations of the Group 77 and Group B countries, a joint draft resolution was worked out and submitted to the Committee. This resolution was also supported by the Chinese delegation.

This draft notes the negative impact of continuous expansion of the open registration fleet on the development and ability to compete of the fleets of the countries that do not resort to this practice, above all to developing countries. It emphasizes the needs for a real relationship between a ship and the state of its flag of registration, and focuses on the needed assistance for orderly development of world shipping as a whole.

In this connection, it was recommended that the Council on Trade and Development convoke an Intergovernmental working group in the first half of 1982 to work out the set of fundamental principles relating to conditions of including ships in national registers. The group is open for participation by all UNCTAD members. The purpose here was to prepare findings for a Conference of fully-empowered U. N. representatives to review the issue and adopt an international agreement on this problem.

It was suggested that the UNCTAD Secretariat transfer all materials submitted by the socialist countries, in particular the fundamental principles, to the Intergovernmental working group. The draft resolution was favorably received by the trade union organizations.

The joint draft resolution of the Group 77 and Group B countries drew a negative reaction from the United States, England, and various other capitalist countries who use the practice of open registration extensively. They submitted their own draft in opposition to it.

Because attempts to find a compromise failed, the joint draft resolution of the Group 77 and Group B countries was presented for individual voting. The resolution was adopted by a majority of votes of participants of the Committee.

During the voting 49 states — all the Group 77 countries in attendance except Liberia and Panama, the Group B countries, and China voted for the resolution. Panama refused to participate in the voting; 18 countries — the Group B and Liberia — voted against, while three countries (Belgium, France, and Turkey) abstained from the voting. The adoption of such a resolution, containing concrete measures, is a significant step forward in solving the problem of open registration of ships.

In conclusion we will quote a statement by one of the representatives of the international trade union movement:

"We are not so naive as to think that approval of a resolution will mean the end of flags of convenience, but it can be the beginning of the end of this system."

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CENTRAL ASIAN SHIPPING COMPANY RECORDS SUCCESS

Ashkhabad TURKMENSKAYA ISKRA in Russian 30 Dec 81 p 1

[Article by A. Abramtsev, senior economist of the Central Asian Shipping Company: "The Rivermen Keep Their Word"]

[Excerpts] The watch in honor of the 60th Anniversary of Establishment of the USSR has brought a new achievement by the work force of the Central Asian Order of Labor Red Banner Shipping Company. The annual traffic plan was fulfilled 3 weeks ahead of the scheduled period. Cargo carried to Turkmenia, Uzbekistan and the Democratic Republic of Afghanistan was 300,000 tons more than last year. Above-plan profit was about 500,000 rubles. Labor productivity in traffic operations exceeded the planning target by 8 percent.

The success was achieved above all thanks to introduction of cost accounting on merchant vessels. The initiator of this campaign was the crew of the motor vessel "Shaydakov," whose captain is K. Islamov. It accounted for nearly 12,000 rubles of above-plan profit. High technical and economic indicators were achieved following introduction of cost accounting by the crews of the motor vessels "K. Marks," "Lenin," "Ashkhabad," "Vladivostok" and "Tuapse."

The watermen credited 163,000 rubles of savings into the savings bank of the thrifty.

Port personnel approached the end of the year with good figures. They have been successfully introducing the current technological innovation--cargo shipment in containers. In the months of the year so far they have carried 36 percent more of the cargo of the national economy by this progressive method of loading and shipment than was called for by the plan. The method of palletized cargo shipment has also been skillfully applied here; it has made it possible to substantially reduce vessel processing time. Port personnel in Termez received especially high figures on days during the weeks of the crash effort.

Ship repair yards of the shipping company overfulfilled the 11-month sales plan by 60,000 rubles. Much is being done here to reduce material costs and to save on fuel and energy. Since the beginning of the year ships have been able to save tens of thousands of kilowatt-hours of electric power, more than 7 tons of metal and a great deal of standard fuel.

Production innovators deserve a great deal of credit for the success of the shipping company's work force. More than 100,000 rubles of state resources have been saved because their innovative proposals were applied.

The efforts of the work force are now aimed at carrying an additional 200,000 tons of varied cargo of the economy and exports and imports by the end of the year and to fulfill the traffic plan for 1982 by 20 December.

The shipping season on the Amu Dar'ya is being extended, and the great fervor of the competition is not slackening. In the first days of the watch devoted to Soviet Belorussia, the watermen have already carried on the blue highway thousands of tons of cargo of the national economy that will be credited to the second year of the 5-year plan.

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